TIMES-VIRGINIAN

In the Heart of Virginia's Dark Tobacco Belt

Appomattox, Virginia

Virginia Press Association Member

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Mr. and Mrs. Calvin Robinson ...... *Editors and Publishers*

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EDITORIAL OPINION

Who Will Build The Roads?

Who will build the roads of the future . . . the great super arteries of transportation of America? Opinions are now clashing as to whether the Federal Government should embark upon a fabulous 40 to 90 billion dollar program, or whether road building should be left to the states.

The answer to the question is simple.

The taxpayers will build the roads . . . mostly through gasoline sales taxes.

Which agency of government, Federal or state is better? Under which will the taxpayer get most for his money?

It is not too long ago in Virginia, many of us recall, when roadbuilding was a local matter. It was a great policy change when the roads were turned over to the state . . . to build, finance, and maintain. Because he had a big hand in this switch, Harry Byrd has a debt of gratitude to the demand of the 1920's that road building be centralized, and for the subsequent success of such centralization at the state level.

Has the time now come to further centralize road building at the national level?

We are inclined to think that day is some distance away, but that the major function of the Federal government, as of now, is in the engineering and advisory field.

The states are fairly united in seeking control of road building and to get the Federal gas tax repealed and state gas tax upped accordingly. We are inclined to go along with that, but our observation is that there is a great field for investigation towards economy and better road building at the state level. Roads are a national requirement and state political machines should not be permitted to make a football of road building, as often occurs. Going from state to state you see signs: This road built under Gov. Blank . . . Another Campaign Promise kept by Gov. Blank . . . etc. This is dangerous political use of a public service. If the states want to keep road building powers, let them clean house and do a better job. The alternative is Federal control.

A Slick One in Tarheelia

We passed through North Carolina recently. Maybe we should say we 'crept" through.

Warnings of radar speed traps abounded. And signs proclaimed electrical devices to measure speeds. Every few hundred yards, it seemed, the car wheels passed over a rubber tube stretched across the road. Often they were about 40 feet apart and hooked to a contraption that gave you the impression some subtle gadget was checking your speed, Nearly every town and city had rubber tube mechanical counters along every third block. You got the creeps- just driving along.

But the worst of all was when we got out into the clear on a highway and got up to 45. Alongside the road was a State Patrol car . . at right angles to the road. A smart-looking guy was sitting up there behind the wheel. We had visions of a welter of gadgets and radar and electric eyes and . . . a night in jail. We put the car into second gear and eased along to the South Carolina border. Come to find out the guy behind the wheel was a dummy . . . a wax figure dressed up to look like a Highway Patrolman . . . it was a trick to make us slow down from 45 to 25.

We believe in highway safety. This editorial column has preached that, perhaps more than any other theme. But there is something within that makes an American rebel at being scared to death by a wax dummy. How can you talk a dummy out of a ticket?

A RISKY POLICY

We were amazed recently while staying a few days in another state to find that the road authority of that state permitted a policy of charting routes for new roads, getting bids and awarding contracts for highways . . . and then getting rights of way.

We can think of few polices in road building economy more dangerous than this.

So far as we know, Virginia has done well in handling the problem of rights of way for new roads and straightening of existing roads. The rights of way should always be secured before bids are asked for, much less contracts awarded.

Anglo-American Ties Are Loose—But Far From Broken

(Atlanta Journal

Although Asian policy differences between the United States and Britain are deep-seated and intense, it is a mistake to assume that they bespeak the end of effective alliance.

At root, the differences are tactical, not strategic. Both England and the United States long have been committed to the principal that co-existance with Soviet Russia is possible and desirable. The current debate is over the best method of obtaining this co-existance with the least possible friction.

Britain argues that it can be done through diplomatic dealings. After many efforts, the United States has become disillusioned with this approach. Some Americans believe the only hope is through a strong defense posture and stiff diplomatic upper lip.

The British say the Communist regime should be recognized as ruler of China, both in the diplomatic field and in the General Assembly of the United Nations. There is a feeling in America that to do so would be to acquiescence in a bloody Communist power coup.

Britain believes that a mutual security arrangeemnt in Asia would be more feasible if Communist China were allowed to become a signatory. Many Americans find this incomprehensible. To enter into such an arrangement, they argue, would give moral sanction to Chinese Communist aggressions in Indochina and Korea.

These are the points of disagreement which divide England and the United States. They are serious and disturbing.

Balanced against them, however, is a community of interests so large and so binding that it is inconceivable the grand Anglo-Saxon alliance could founder. In the battle for survival of human liberty, in the long pull against Communist tyranny, the very existance of England and the United States are at stake.

Let extremists on both sides of the ocean remember this fact before voicing threats and invective. Whatever adjustments are necessary to accomodate the Asian viewpoints of the two countries, they can be made without rancor or discrimination. The ties that bind are stronger than the forces that divide.

BON VOYAGE TO DEWBERRY, OF TRANSCO

One of the outstanding events in Appomattox in recent years was the coming of Transcontinental Natural Gas Pipe Line Corporation. This big concern has a main line across our county, and one of its big pump stations near the Town of Appomattox.

Otis P. Dewberry came to Appomattox with Transco and has served as Superintendent of Compressor Station 17, the Appomattox Station. He quickly won the respect and esteem of townspeople and he has at all times been active in community affairs. The large staff at Transco has worked smoothly under his leadership. One and all will miss Otis P. Dewberry, now that he is being transferred to a similar post in Georgia.

When the Transco Company put up a number of homes for some of its Appomattox employees, by common consent, the development was called "Dewberry Hill." Let it be continued that way, so Appomattox will have a permanent reminder of this popular and personable citizen.

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CAN UP INCOME

(Contributed)

American workers could increase their take-home pay by as much as a half a billion dollars annually simply by being a little more careful.

Workers lost almost a billion dollars in 1953 as a result of work accidents, according to the National Safety Council, although about half of that amount was returned to them in compensation payments.

Oakville

Oakville, July 19.- Mrs. O. W. Gunter and daughters visited her sister in Lynchburg last week and while there they motored to the Endless Caverns, Natural Chimneys, Natural Bridge and New Market, and other places.

Marietta Drinkard is visiting Mr. and Mrs. Ashby Martin this week.

Mr. and Mrs. L. K. Bussey, Jr., spent the week-end with Mrs. E. B. Martin.

Bulletins Revised

Several bulletins of the VPI ... cultural Extension Service ha... cently been revised and brough... to date.

Available free from county ... or the Extension Service at B... burg, they include: Bulletin ... "Poultry Production"; Bulletin ... "What Will Become of Your ... erty?" and Bulletin 192, ... With Hogs."

New Extension circulars ... Circular 618, "Milk Drinks" ... gives recipes for 27 different ... and Circular 619, "Fly Control ... Poisoned Bait," which lists ... mendations for preparing ... fly baits, both in liquid and dry ...

A new leaflet, "Sucker Control ... Flue-Cured Tobacco," illustrates ... farmers can sucker tobacco ... fully by using oil emulsions.

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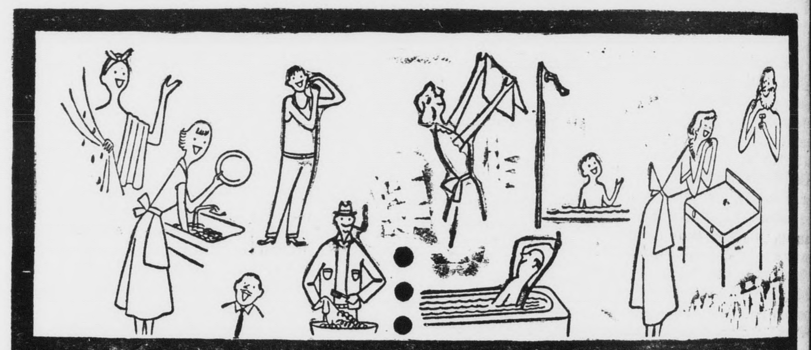

The biggest booster for hot-water-by-wire is the family that has it! That's one reason . . .

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THIS MONTH, the 100,000th family in the area served by VEPCO is enjoying the convenience, efficiency and thrift of electric water heating. The constantly growing demand for this most modern of all water-heating methods is due, in large part, to the fact that families who have electric water heaters are so enthusiastic about their advantages!

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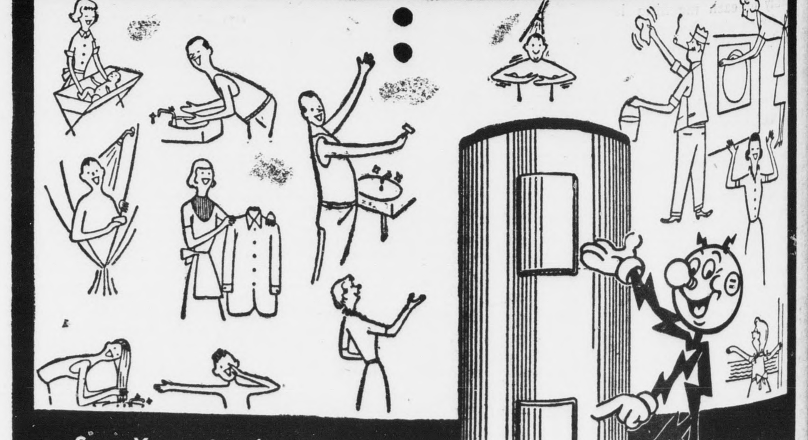

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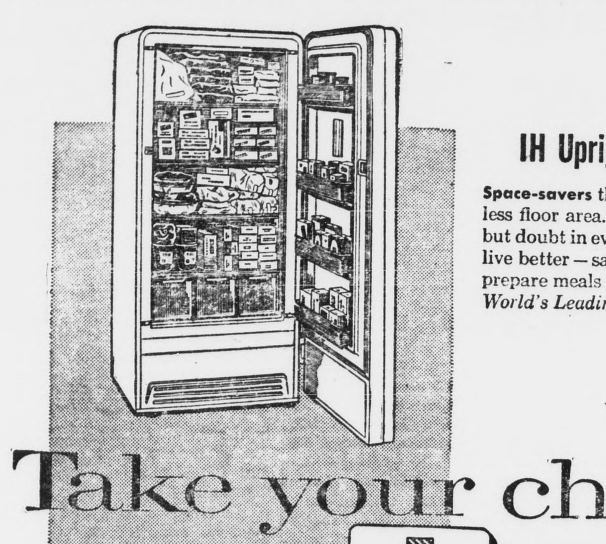

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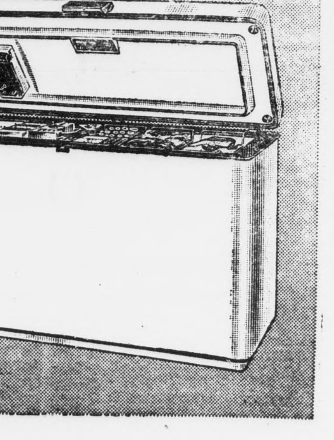

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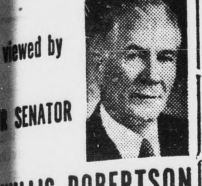

CIVIL DEFENSE NEEDS AFFECT RURAL AREAS

Some facts which may mean much in the future development of the smaller cities and rural areas of Virginia were brought out in a discussion I had with Office of Civilian Defense Administrator Val Peterson when he appeared before our Appropriations Committee to ask for supplemental funds for his agency.

Peterson assured me that although a public opinion poll earlier this year showed that 75 percent of the citizens interviewed believed a bombing attack on the United States could be stopped, none of our military leaders takes that position. They know that Russia has jet bombers capable of delivering atom or hydrogen bombs to the American continent and returning to Soviet-controlled territory. They know that although we have been making progress with our defenses we are not now prepared to prevent such a bombing attack from meeting with a "reasonable degree" of success—which means wiping out some of our industrial centers. The military men know also that the capability of the Communists to launch an attack against us with nuclear weapons is steadily increasing.

All are agreed, Peterson told me, that we must have all the striking power we can get not only to meet a threatened attack but to convince the Soviet leaders that an assult would be unprofitable because of the certainty of heavier retaliation.

Meanwhile, civil defense emphasis has shifted from the idea of devising shelter areas, which would be costly to construct, to recognition that our best hope would be to have perhaps two hours of warning during which some of the civilian population could be evacuated from target areas and forces could be organized to handle thousands, or even millions of casualties among those unable to escape. After the recent nationwide OCD test it was estimated that a real raid of the type simulated would have resulted in nine million dead and four and a half million injured..

Peterson said it has been difficult to make the Aemrican people realize that there are only two ways to eliminate the need for civil defense plans: (1) a guarantee of permanent peace, or (2) a military guarantee that no attack will be successful. Since neither of these gurantees can be given, he said we must do our best to organize our defense in the broadest sense, which includes plans for carrying the attack to the enemy.

Our appropriations Committee was told that the Office of Civilian Defense and the Office of Defense Mobilization are agreed on the need for spreading out our population as well as dispersing industries. The ODM has established a policy of refusing special defense aids to new industrial plants unless they are located at least 20 miles from the center of any city which is regarded as a likely "aiming point" for nuclear bombs and government agencies are being urged to move out at least 30 miles from these danger centers.

This means there will be an increasing trend, in Virginia and elsewhere, for plants to be located in small towns or what are now rural areas and to keep their working forces dispersed along highways which would bring them quickly to their jobs and also would allow them to scatter quickly if a bomb warning sounded.

It also means a new emphasis, in municipal planning, on broad streets and highways. Peterson said the OCD surveys have shown that not a single industrial city in the United States now has a highway which is adequate for the atomic age and this is a situation which must gradually be corrected.

DEATHS

ROBERT LEE HARRIS

Robert Lee Harris, retired lumberman and farmer died at his home near Oakville July 11. He had been in declining health for the past four years. Born Sept. 9, 1905, in Appomattox, he was the son of Kemper Lee and Lula Frances Harris, who survive him. Also surviving are his wife, Ruby Louise Harris; two daughters, Shirley Lee and Mary Frances; one son, John Randolph, of Appomattox; and two brothers, Harry H. Harris and Carlton Harris, of Appomattox.

Active in civic and church affairs, he was a deacon of the Red Oak Baptist Church, where funeral services were held Tuesday, July 13, at 3:00 P. M., conducted by the pastor, the Rev. Edgar S. Price, assisted by the Rev. F. J. Wingfield. Interment was in the church cemetery.

Active pallbearers were: Alex Cyrus, E. J. Hillsman, Ned LeGrand, Alfred Marsh, Louis Moore and Earl Wilkerson.

WALTER S. CUMBY

Pamplin,- Walter Scott Cumby died at his home near here July 17. He had been in declining health for the past eight years. He was a farmer. Born in Appomattox County April 30, 1871, he was the son of Thomas and Martha Dickerson Cumby. He is survived by his wife, Clara James Cumby; three sons, Charles Edward and Frank Lukin Cumby, of Pamplin, and Walter Howard Cumby, of Crewe.

Funeral services were held at Old Concord Presbyterian Church, of which he was a member, Monday, July 19. Burial was in the church cemetery. Services were conducted by the Rev. J. G. Thompson, assisted by the Rev. Joe Brady. Active pallbearers were Major W. W. Cumby, Harry Cumby, Linford Cumby. Watson Cumby, Dowdy Almond and E. M. Cumby.

CHERRY LEAF SPOT MAY KILL TREES

Repeated premature loss of cherry foliage in the late summer by leaf spot may so weaken cherry trees that they will not bear or will eventually die, says J. M. Amos, plant pathologist at VPI.

Cherry leaf spot is a disease noted by tiny specks on the leaves which later cause the leaves to turn yellow and fall off in the late summer.

Amos says the cherry leaf spot can be controlled by spraying with copper or ferbam sprays. Two or three sprays should be applied before the cherries begin to turn red and another after the fruit is harvested.

Details on the spraying of cherries can be obtained from the VPI Extension Service at Blacksburg.

Gov. Stanley Will Accept Safety Award

RICHMOND, July 21 — Governor Thomas B. Stanley will accept the National Safety Council's Grand Award for the promotion of traffic safety by the Commonwealth of Virginia at a luncheon of state department heads in Richmond on July 29, Col. C. W. Woodson, Jr., Superintendent of State Police and Executive Chairman of the Governor's Highway Saftey Committee has just announced.

This award is given annually by the Council to that state which, among the 48 of the nation, "came nearest to doing the most that could be done practicably for traffic safety" with heavy consideration of the state's physical record of deaths, injuries and damages.

Although Virginia has never won the Grand Award before, she was accorded first place among her regional group of 12 southern states for 1944, 1947, and 1950 with Honorable mentions for 1937, 1945, 1949 and 1950.

Presenting the award for the Council will be Lew E. Wallace, Administrative Assistant to the Council's president. Mr. Walace also will present Virginia with Outstanding Achievement Awards for her work in the fields of Traffic Legislation, Accident Records, School Safety, Driver Licensing, Safety Organization and Public Information as well as an award of full recognition for her program of periodic motor vehicle inspection, which, due to varying procedures, cannot be judged in competition with those of other states.

At the same time, additional Outstanding Achievement Awards will be presented by the International Association of Chiefs of Police for traffic-law enforcement and by the Institute of Traffic Engineers for highway engineering. These two categories are judged by the respective organizations in conjunction with the program of the National Safety Council.

In an earlier statement, Gov. Stanley pronounced the honor to have resulted from "team achievement" with officials, organizations, private citizens, the press and radio, all to be congratulated and thanked for their effective cooperation.

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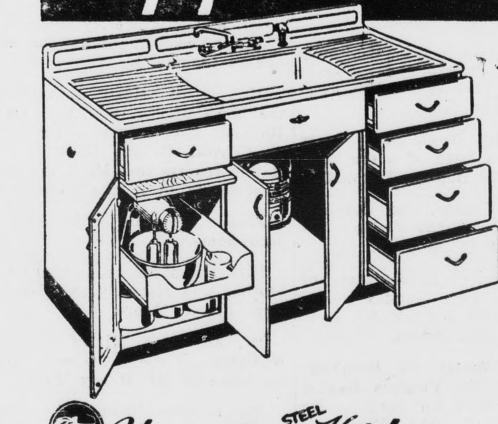

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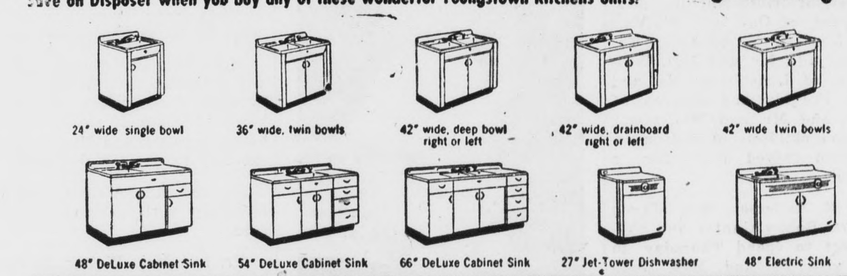

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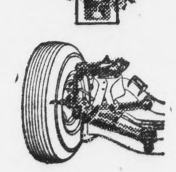

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